(c) whether it is a fact that most of the Boeing airplanes in India including the ones yet to be delivered are not compatible to operate using the CAT-III B system, and airline companies, in a bid to save costs, have not opted for these system separately; and

(d) if so, what action Government have taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Indira Gandhi International Airport at Delhi is the only airport which is equipped with CAT-II/III B landing system.

(b) Indian Airlines Limited have 440 trained pilots whereas Air India has 391 trained pilotes for CAT-II/III operations.

(c) and (d) The information is being collected.

Decongestion of airports

564. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the growth of air traffic during the last three years by percentage and the number of aircrafts;

(b) the additional facilities provided during the same period to handle the increased air traffic;

(c) the reasons for regular delay in landing and take-off of flights from major airports in the country; and

(d) the steps taken to decongest airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The annual average growth rate of total traffic in respect of aircraft movement, passenger and freight for the last three years are 12.8%. 18.8% and 14.4% respectively in 2003-04, 2004-05 and 2005-06.

The growth in number of aircraft depend upon traffic potential, investment made by various airlines etc.

(b) Various additional facilities like strengthening and extension of runways, expansion/construction of aprons, construction of isolation bays, construction of new terminal buildings, widening of taxi tracks, installation of various necessary equipments etc. have been provided at various airports.

(c) The basic reason for the delay is air traffic congestion which occurs because various airlines choose to operate during prime period due to commercial factors. Airlines normally also are not adhering to allotted slots due to various reasons such as technical, commercial and weather.

(d) Various measures have been taken to remove the congestion at airports such as new high speed exit taxiways have been constructed at Delhi and Mumbai airports, a parellel taxi track at Delhi airport, simultaneous use of both runways at Delhi and Mumbai airports during peak traffic periods, improved ATC procedures, ban on general aviation aircraft, upgradation of ATC automation systems, operation of Surface Movement Radars and Advanced Surface Movement Guidance and Control System at Delhi airport, upgradation of Instrument Landing System to CAT-II ILS at Kolkata ariport have been introduced.

New greenfield airports

565. SHRI RAJEEV SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the greenfield airports currently under construction in the country alongwith the estimated dates of beginning of their operations; and

(b) the details of greenfield airport projects currently in the process of approval?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Two greenfield airports namely Hyderabad International Airport and Bangalore International Airport are under construction. Both these airports are expected to start their operation by April 2008.

(b) Proposals from State Governments for greenfield airports at Pekyond in Sikkim, Chiethu near Kohima in Nagaland, Chakan II, (Rajguru Nagar) near Pune and Navi Mumbai in Maharashtra, Kannur in Kerala and Itanagar in Arunachal Pradesh have been received 'In-principle' approval has been given for a new airport at Mopa in Goa. The other proposals are at different stages of consideration.

Upgradation of airports in Rajasthan

566. DR. GYAN PRAKASH PILANIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a number of airports in Rajasthan have been identified for upgradation and which would be of international standard;